

Money Saving Advt. Blank on Page 7. Good Savings Days and Week Days

EXTRA.

VIGILANT VICTORIOUS.

The Peerless Yankee Sloop Finishes First To-Day, So We Keep the Cup.

BOILING ALONG IN A PIPING BREEZE.

Thrashing to Windward Through Foaming Seas and a Whistling Easterly Wind.

VALKYRIE SLOW GETTING READY.

Her Delay Caused by a Split in Her Throat Halyard Block, Which Was Soon Repaired.

Vigilant wins! In a gale of wind and boiling sea, the peerless Yankee sloop went roaring across the finish line this afternoon, the winner of the third contest with Valkyrie for the America's Cup.

The third race between Vigilant and Valkyrie for the America's Cup was begun at 12:27 P. M. to-day.

The start was delayed by Valkyrie's slowness in getting up to the halyard. She did not get her sails until the time for the preparatory signal.

Valkyrie's delay was caused by a split in her throat halyard block. Her carpenter put several screws in the block to keep it from giving way altogether.

After getting across the line Vigilant forged ahead, but Valkyrie pointed very high and took the windward position.

The wind was strong and the seas were heavy. The course was to the eastward.

FROM "EVENING WORLD" TUG.

Details of the Race as Reported from the "Evening World" Tug.

ON "THE EVENING WORLD" TUG, EDWARD M. TIMMONS, Oct. 13.—With the wind blowing a point north of east, and at ten knots per hour, the cup defender Vigilant and the Duranvian cutter Valkyrie got away from Bay Ridge this morning for the third and very likely the last race of the series for the America's Cup.

There was a crowd on the Atlantic Yacht Club wharf to see them off, and the yachting craze had evidently taken a tight grip on most of those in it.

The talk was decidedly nautical, and they studied the sky, what little there was to be seen, with a sort of anxiety depicted on their faces that might be expected of the commander of an ocean racer with a cyclone heading right aboard and a thousand passengers depending for salvation on his seamanship.

The talk was of tacks and of runs, and of reaches and of all sorts of sailing, some of them unknown to the genuine old tars, and so deep, indeed, had the craze taken root that every mother's son on the wharf at the slightest provocation would jerk his starboard signal boom up to his forepeak and salute with all the formality and stiffness of a midshipman on an English man-of-war.

Very early the outlook was decidedly stormy, the air was raw, moist and heavy. The wind had backed the fog up against the Highlands so that nothing could be seen of the Jersey coast.

There were indications at 7 o'clock that the hurricane hurrying up the coast was driving along so fast that it might arrive in time to make to-day's race not only exciting but decidedly dangerous.

It was 7:45 when Vigilant, in tow of the tug Commander, left Bay Ridge. On board besides the general party was Dr. Barton Hopkins, who slept last night at the Atlantic Yacht Club house. Mr. Kerr is representing Lord Duranvian on board the Valkyrie to-day.

Valkyrie left Bay Ridge at 8:05 A. M. in tow of the tug Pulver. She had on board besides the Earl Designer, Watson, Sullivan, Ratsey, Lord Wolverton and Sullyman Palmer, owner of Marguerite.

Archibald Rogers, representing the Regatta Committee, sailed again with Lord Duranvian.

By 8:10 the wind had freshened to about twelve knots in the Narrows, and was coming stronger and steadier every minute, and giving warning to the commanders of the competing yachts to be ready to reef mainsails and house topsails.

It was evident that Lord Duranvian was to get his much desired half gale of wind, with perhaps more before the race was finished.

The "Commander," with a new nose, freshly painted, was anchored off Owl Head, waiting for the May to get under way. The flag was anchored off Bay Ridge. She had steam up, however, and black smoke was pouring from her cream-colored stack. She got under way at 8:20 o'clock.

W. K. Vanderbilt's "Valliant" was then waiting off Stapleton to join the procession of private yachts and excursion boats. The sun came out for a minute just as the May, heading a procession of pleasure craft, pointed her nose into the Narrows.

The White Star steamship Britannic, lying off Quarantine, saluted both yachts as they passed, and paid the same compliment to "The Evening World" tug.

There was lots of wind off the Hook, a gentle breeze at least, as the yachts passed out. Some fishing schooners, going out in spite of the storm signals ordered up by the Weather Bureau, were keeling over to starboard under double reefed sails, and the crew of each was busy taking in headsails, lashed only canvas enough up forward to steady the bows.

The schooner yacht Yampa went out beyond the Hook in tow. The Luckenbach tug followed the May down to the Lightship.

The white caps were not all on the excursion boats today. In the lower bay and as far out to sea as the eye could range a nasty cross sea was hiding the green of the water under a covert of foam. Away off to the southeast a bank of steam-colored clouds began creeping above the horizon at a slow pace, they seemed to be bringing more wind.

The few vessels following in the wake of the races were pitching about like so many corks. The excursionists were evidently in for a little experience that was to be a lesson in the pleasure of witnessing a fine race.

An English launch coming under sail ran up signals reading "Good luck to you," as she passed to windward of Valkyrie. Both yachts had reached the vicinity of the Lightship at 10:30, still in tow, and were now waiting for the preparatory signal.

Both yachts were now waiting for the preparatory signal. Both yachts had lowered their mainsails while passing the Hook and put reefs in them.

AT NAVESINK HIGHLANDS.

An "Evening World" Reporter's View Through a Telescope.

HIGHLANDS OF NAVESINK, N. J., Oct. 13.—Although there were no signs at 10:30 A. M. of the big storm reported to be working its way up along the coast from Florida at the rate of thirty miles an hour, according to Weather Bureau Smith, cracking breezes were coming in from the East, blowing at least twenty-five miles an hour, and the Jersey weather sharps confidently predicted that there would be more of it later on. As it was the half gale had been blowing since 10 o'clock, and the curling white caps were tumbling over each other in every direction leaving streaks of foam upon the dark blue surface of the sea.

The heavy mist which settled over the bay and harbor early in the morning had been blown inland, and although the wind was rather misty on the horizon to eastward the starting point at the Lightship was clearly visible from the Highlands. Fog was coming in from the East, blowing at least twenty-five miles an hour, and the Jersey weather sharps confidently predicted that there would be more of it later on.

Vigilant came around the hook in tow of the tug Commander at 9:30, and shortly afterwards the Valkyrie came around the hook in tow of the tug Pulver.

Valkyrie followed about fifteen minutes later in tow of the White Star tug Commander. Both yachts were now waiting for the preparatory signal.

Both yachts were now waiting for the preparatory signal. Both yachts had lowered their mainsails while passing the Hook and put reefs in them.

The wind was evidently increasing at 11:15. Valkyrie was still in tow about half a mile from the Lightship. She had her mainsail only set, while Vigilant had cast off the tow, the Commander, and was tacking about the starting line. The May had come to anchor just off the Lightship, and at 11:15 she ran up the red ball, which was the preparatory signal for the start.

At 11:20 the May hauled down her preparatory signal, and it looked as if the committee on the Lightship had decided to delay the start until Valkyrie came up.

There were only about a dozen or so on the excursion steamers at the Lightship, among them the Richard Peck, 20-ton motor launch, which was in the lead. It was not until 11:20 that the May was still in long distance from the Lightship, and it looked as if she would hardly reach it in time for the start.

At 11:20 the May hauled down her preparatory signal, and it looked as if the committee on the Lightship had decided to delay the start until Valkyrie came up.

Vigilant was then half a mile to the southward of the starting point, and was standing westward, she came about and reached in time for the Lightship.

Valkyrie cast off the Pulver and was making for the starting point with mainsail and jib. The May then had out signals which read that the time of starting the race had been postponed.

At 11:25 Valkyrie had set jib and mainsail and was approaching the starting line. The May then had out signals which read that the time of starting the race had been postponed.

Vigilant was then about half a mile to the southward of the starting point, and was standing westward, she came about and reached in time for the Lightship.

The May had at that time hauled in her signals, and the excursion fleet had been pulled up a score or more later.

At 11:45 Vigilant and Valkyrie, after standing out about a quarter of a mile to the northward of the Lightship, hauled up, and the boats in the race were now waiting for the preparatory signal.

The May had another set of signals up, but they could not be read from the Lightship. It looked, however, as if they were getting ready to start the race.

The wind had hauled a trifle to southward, but was still coming in strong and steady.

At noon Valkyrie came about and stood out to sea after Vigilant. The sails of the big yachts, as seen from the Highlands, looked like white sails, tilting away over the leeward as they dashed through the white-crested waves.

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TO FIGHT ON FOR REPEAL.

To-Day's Senate Session Likely to Last Well Into the Night.

"NO SURRENDER," THE WORD

Mr. Voorhees Has Rested and Is Once More of Cheerful Face.

SILVER ORATORS READY.

Notice of More Amendments—Some House Ideas on Compromise.

WASHINGTON, Oct. 13.—On this day after the first great battle in the Senate, the opposing forces gathered slowly, and the leaders took account of the casualties and got together to reconstruct their plans of campaign.

The closing scenes of last night were almost pathetic, although a vein of jocularity was infused into them by Mr. Hill and Mr. Stewart.

When Mr. Voorhees, who had been sitting with his hands clasped in his hands for some time, suddenly broke out in a burst of laughter, and his fifty-four hours of wakeful vigil, finally said that "without a doubt, every Senator in the Senate would do his full duty, he now moved to adjourn, even the most aggressive of his opponents yielded to the tide of respect and sympathy."

Mr. Morgan has thrown in a few prefatory remarks, but has indicated that these were purely preliminary, and that he would discuss the question in its historical, constitutional, economical and sociological aspects. From this reservoir of the field and of the resources of the anti-repealers the inference is derived that a compromise of some kind is the only possible outcome.

Mr. Paulk has another proposition which contemplates the maintenance of the United States of a total circulation of \$50,000,000 in silver coin amounting to equal to that maintained by France. This proposed measure has met with little favor.

Mr. Harris offered compromise last night. Mr. Morgan, Mr. Jones, of Nevada, and Mr. Stewart, of Alabama, who has been their best friend.

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EXTRA.

TWELVE DEAD THUS FAR.

Frightful Crash of World's Fair Special Trains in Michigan.

THE INJURED NOT COUNTED.

Failure of Air-Brakes Said to Have Been the Cause of the Collision.

TRAINS FROM THE EAST.

Many Victims of the Wreck from Th's State—The Identified Dead.

JACKSON, Mich., Oct. 13.—There was a frightful crash of World's Fair excursion trains at this station this morning at 9:40 o'clock.

Thus far the list of dead numbers twelve people.

How many were injured is not accurately known. The estimate goes as high as sixty.

The following dead and injured have been identified:

THE DEAD.

Mrs. DEAN, Jackson, Pa. Mrs. LEVY, Brooklyn, N. Y. Mrs. JAMES, Brooklyn, N. Y. Mrs. WOOD, Brooklyn, N. Y.

Mrs. HARRIS, Brooklyn, N. Y. Mrs. HARRIS, Brooklyn, N. Y. Mrs. HARRIS, Brooklyn, N. Y. Mrs. HARRIS, Brooklyn, N. Y.

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